

ಶ್ರೀ ಎಚ್. ಕೆ. ವೀರಣ್ಣಗೌಡ.—ಎಸ್ಪಿಮೇಟ್ ಇಲ್ಲದೆ ಇಂದಿಯಾ ಸರ್ಕಾರಕ್ಕೆ ಸಲಹೆ ಕೊಟ್ಟು ಕೆಳ ಕೊಂಡಿದ್ದೇವೆ ಎಂದು ಹೇಳಿದ. ಅದು ತೀರ್ಮಾನ ಪಾಗಿಲ್ಲ. ಈಗ ತೆಗೆದುಕೊಂಡಿರುವ ಪೈಕಿ 39½ ಲಕ್ಷ ರೂಪಾಯಿಗಳನ್ನು ಎರಡು ಸೇತುವೆ ಮತ್ತು ಎರಡು ರಸ್ತೆಗಳಿಗೆ ಖರ್ಚುಮಾಡಬೇಕು.

Sri G. ANNA RAO.—For the current year ?

ಶ್ರೀ ಎಚ್. ಕೆ. ವೀರಣ್ಣಗೌಡ.—ಸ್ಯಾಂಕ್ಷನ್ ಆಗಿದೆ. ಈ ವರ್ಷಕ್ಕೆ ಎಷ್ಟು ಬೇಕೋ ಅಷ್ಟನ್ನು ಖರ್ಚುಮಾಡಬಹುದು.

ಡಾ|| ಬಿ. ಕೆ. ನಾಗೂರ್.—ಸೆಂಟ್ರಲ್ ಗೌರ್ಮ ಮೆಂಟಿನಿಂದ ಹಣ ಬಂದಮೇಲೆ ಬರಗಾಲಕ್ಕೆ ಹೆಚ್ಚು ಪ್ರಸಿದ್ಧಿಯಾದ ಬಿಜಾಪುರಕ್ಕೆ ಆದಷ್ಟು ಹಣ ಕೊಟ್ಟು ರಸ್ತೆಗಳನ್ನು ಮಾಡುವ ಕಡೆಗೆ ಲಕ್ಷ್ಯ ಕೊಡುತ್ತೀರಾ ?

ಶ್ರೀ ಎಚ್. ಕೆ. ವೀರಣ್ಣಗೌಡ.—ರಸ್ತೆ ಸೌಕರ್ಯ ಬರಗಾಲ ಪ್ರದೇಶಕ್ಕೆ ಅಲ್ಲ. ಎಲ್ಲಾ ಪ್ರದೇಶಗಳಿಗೂ ಅತಿ ಶೀಘ್ರವಾಗಿ ಹೋಗಿಬರುವುದಕ್ಕೆ ಸಂಚಾರ ಸೌಕರ್ಯ ಅನುಕೂಲವಾಗಬೇಕು ಎನ್ನುವ ದೃಷ್ಟಿಯಿಂದ ಸರ್ಕಾರದವರು ಕಾರ್ಯಕ್ರಮ ತೆಗೆದು ಕೊಳ್ಳುತ್ತಿದ್ದಾರೆ. ಕ್ಷಾಮ ಪ್ರದೇಶದಲ್ಲಿ ಕೆಲಸ ಕಾರ್ಯಗಳು ಇದ್ದರೆ ಬಹಳ ಸಂತೋಷ. ಇಲ್ಲದಿದ್ದರೆ ಕ್ಷಾಮನಿವಾರಣೆ ಮತ್ತು ಬರಗಾಲ ಪರಿಸ್ಥಿತಿಯನ್ನು ಹೋಗರಾಡಿಸುವುದಕ್ಕೆ ಬೇರೆಬೇರೆ ಕಾರ್ಯ ತೆಗೆದು ಕೊಂಡು ಕೆಲಸ ನಡೆಯುತ್ತಿದೆ.

ಶ್ರೀ ಬಿ. ಜಿ. ಪೋತ್.—ಸರ್ಕಾರದಲ್ಲಿ ಯೋಜನೆಗಳು ಇವೆಯೆಂದು ಹೇಳಿದರು. ಆ ಎಂಟು ಯೋಜನೆಗಳು ಯಾವುವು ?

Sri H. K. VEERANNA GOWDH.—
In the comprehensive programme to be drawn up the more important road and bridge proposals would cover the following :—

- (i) Road from Bangalore to Raichur via Tumkur, Hiriya, Molakalmur, Bellary and Siruguppa, with a bridge across Tungabhadra at Siruguppa (and until such a bridge can be completed, via Hospet and Munirabad)
- (ii) Road from Bangalore to Gulbarga with one of the following alternative routes :—
 - (a) Bellary—Hospet—Munirabad—Lingsugur—Shahapur and Jevargi with a bridge across Krishna river near Lingsugur ;
 - (b) Bellary—Siruguppa—Sindhur—Lingsugur—Shahapur and Jevargi with a bridge across Krishna near Lingsugur ;
 - (c) Bellary—Siruguppa—Sindanur—Devadurg—Shahapur—Jevargi with a bridge across Krishna

near Devadurg and with road-links between Siruguppa and Sindhur between Sindhur and Devadurg and up to the bank of the Krishna river ;

- (iii) Direct road from Humnabad in Gulbarga District to Bidar so as to provide direct communication between Gulbarga and Bidar ;
- (iv) Improvement of the communication between Jevargi in Gulbarga District and Sindgi in Bijapur District so as to provide a direct route between Gulbarga and Bijapur and incidentally between Bangalore and Bijapur ;
- (v) Road link between Lingsugur in Raichur District and Muddebihal in Bijapur District in case there is to be a bridge at Lingsugur ;
- (vi) Road link between Lingsugur in Raichur District and Hungund in Bijapur District so as to provide direct access to Bagalkot which is a commercial centre ;
- (vii) Bridging of the road between Hubli and Bijapur via Bagalkot at all obligatory points so that it may function as an all-weather road ; and.
- (viii) Providing a road link between Koppal in Raichur District and Gadag in Dharwar District.

Collection of charges from patients in Ulivi Health Centre.

Q.—1288. Sri D. MOOKAPPA (Sagar).—

Will the Government be pleased to state :—

whether they are aware of collection of charges from patients in Ulivi Health Centre, Sorab Taluk, Shimoga District ?

A.—Sri R. M. PATIL (Minister for Health).—

No.

ಶ್ರೀ ಡಿ. ಮೂಕಪ್ಪ.—ಅಸ್ವತ್ಥಗಳಲ್ಲಿ ಪ್ರತ್ಯೇಕವಾಗಿ ರೋಗಿಗಳಿಂದ ಚಾರ್ಜ್ ವಸೂಲುಮಾಡುವ ನಿಯಮ ಏದೆಯೇ ?

ಶ್ರೀ ಆರ್. ಎಂ. ಪಾಟೀಲ್.—ಹಾಗೆ ನಿಯಮ ಏಲ್ಲ.

ಶ್ರೀ ಡಿ. ಮೂಕಪ್ಪ.—ಉಳಿವೆ ಭಾಗದಲ್ಲಿ ಕೋತಿ ಖಾಯಿಲೆ ಬಂದು, ಬಡಜನಗಳು ಔಷಧಿ ಸಿಕ್ಕದೆ ತೊಂದರೆಪಡುತ್ತಾ ಇರುವುದು ಸರ್ಕಾರದ ಗಮನಕ್ಕೆ ಬಂದಿದೆಯೇ ?

ಶ್ರೀ ಆರ್. ಎಂ. ಪಾಟೀಲ್.—ಆ ರೀತಿ ಬಂದಿಲ್ಲ. There were no complaints as such.

Constitution and jurisdiction of the Regional Transport Authorities in the State.

Q.—1315. Sri G. SIVAPPA (Chitaldrug).—

Will the Government be pleased to state :—

(a) the number of Regional Transport Authorities that are constituted with their respective jurisdiction ;

(b) whether any complaints have been received regarding jurisdiction of the Regional Transport Authorities in the State ?

A.—Sri C. M. POONACHA (Minister for Home Affairs and Industries).—

(a) There are five Regional Transport Authorities for the following five regions :

| Region | Districts |
|-------------------|--|
| (1) Bangalore ... | Bangalore, Bellary, Chitaldrug, Kolar and Tumkur with headquarters at Bangalore. |
| (2) Belgaum ... | Belgaum, Bijapur, Dharwar and North Kanara with headquarters at Belgaum. |
| (3) Gulbarga ... | Gulbarga, Raichur and Bidar with headquarters at Gulbarga. |
| (4) Mangalore .. | Coorg and South Kanara with headquarters at Mangalore. |
| (5) Mysore ... | Mysore (including Kollagal Taluk), Chickmagalur, Hassan, Mandya and Shimoga with headquarters at Mysore. |

(b) Yes.

Sri G. SIVAPPA.—With reference to question (b), the Government have stated 'Yes'. May I know the nature of complaints that have been received by the Government from the public ?

Sri C. M. POONACHA.—There have been complaints to say that some of these regional authorities constituted are covering vast areas and thereby causing inconvenience to the general public and also to operators. That is one thing. Another thing is that in cases of accidents and such things happening in district headquarters, prompt action could not be taken in view of the reconstituted Regional Transport Authorities. Those matters are being looked into and the Government is proposing to introduce some changes in the set up that had been already given effect to.

Sri G. SIVAPPA.—Am I to understand that the Government is likely to go to the old order, that is to say, to have Districtwar committees ?

Sri C. M. POONACHA.—That is a matter which is now engaging the consideration of the Government. I could not give a specific answer to the question at the moment.

Sri G. SIVAPPA.—Is it not a fact that since the time of the reconstitution of these Committees, the public are agitating that great inconvenience and hardship are caused to them ?

Sri C. M. POONACHA.—I have admitted the point that there are such complaints.

ಶ್ರೀ ಜಿ. ದುಗ್ಗಪ್ಪ.—ಮೊದಲನೆ ಪದ್ಧತಿಯನ್ನು ಈ ರೀತಿ ಬದಲಾವಣೆ ಮಾಡುವುದಕ್ಕೆ ಸರ್ಕಾರಕ್ಕೆ ಇದ್ದ ಪ್ರಬಲವಾದ ಕಾರಣಗಳೇನು ? What were the reasons for the Government to change to the new system from the old one ?

ಉಪಾಧ್ಯಕ್ಷರು.—ಅದನ್ನು ಹೇಳಿದ್ದಾರೆ.

ಶ್ರೀ ಜಿ. ದುಗ್ಗಪ್ಪ.—ಪ್ರಬಲವಾದ ಕಾರಣಗಳು ಏನಿದ್ದವು ಎಂದು ಕೇಳಿದೆ. ಹಿಂದೆ ಸ್ವತಂತ್ರವಾಗಿ ಜಿಲ್ಲೆಗೂ ರೀಜನಲ್ ಟ್ರಾನ್ಸ್‌ಪೋರ್ಟ್ ಅಥಾರಿಟಿ ಇತ್ತು. ಅದನ್ನು ಬದಲಾಯಿಸಿ ಬಳ್ಳಾರಿ, ಬೆಂಗಳೂರು, ಚಿತ್ರದುರ್ಗ, ಕೋಲಾರ, ತುಮಕೂರು ಈ ಐದು ಜಿಲ್ಲೆಗಳಲ್ಲಿ ರೀಜನಲ್ ಟ್ರಾನ್ಸ್‌ಪೋರ್ಟ್ ಅಥಾರಿಟಿ ಸ್ಥಾಪನೆ ಮಾಡುವುದಕ್ಕೆ ಸರ್ಕಾರದವರಿಗೆ ಏನು ಪ್ರಬಲವಾದ ಕಾರಣಗಳಿದ್ದವು ?

Mr. DEPUTY SPEAKER.—That is a matter of convenience.

Sri C. M. POONACHA.—It is obvious. We wanted to introduce efficiency and also cater to the general